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SECURITY INFORMATION

REPORT

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COUNTRY USSR

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SUBJECT Highways in the Carpathian Oblast

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THIS IS UNEVALUATED INFORMATION

1. All roads in the Carpathian Oblast in 1952 had been inherited from Czechoslovakia. During World War II, when this area belonged to Hungary, and from 1945-1950 during the Soviet Administration, no roads were built or reconstructed, activity being limited solely to the most urgent repairs. 25X1
2. During the Czechoslovak administration, the main roads in the Carpathian Oblast were built either as metalled, concrete-surfaced roads, or as cobblestone roads. Asphalt surface was never used. Secondary roads were built as metalled gravel roads (macadam) without the use of cement or tar. The width of main roads was six to seven meters, and of secondary roads five to six meters.
3. During the World War II years and the first of the post-war period, practically all roads in the Carpathian Oblast suffered considerable deterioration. The Soviet reconstruction program started in 1950 25X1
4. In mid-1952, the condition of roads in the Carpathian Oblast was as follows: All data according to the map AMS, M-508, Sheet S-49, Dolina, Scale 1:250,000: 25X1
 - (a) Republic (Ukraine SSR) Road, Uzhgorod /4838N-2219E/ -Mukachevo /4826N-2242E/-Svalava-Verbjas, Stryi-L'viv /4950N-2400E/, was under repair. Original steel bridges were mostly destroyed during World War II and had been replaced by temporary wooden bridges. 25X1

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- (b) Republic Road, Berehovo-Chust-Hornicovo-Volove-Majdan-Dolina, included the section Berehovo-Chust which was 70% concrete surfaced, six to seven meters wide; because of the maintenance given it during World War II, it was in pretty good condition even in 1950. On the section from Chust to Hornicovo, the condition of the road was much worse; [redacted] as one went further into the Carpathian Oblast this road was progressively more damaged. [redacted] motor vehicles used the entire length of this road up to Dolina and farther. As late as 1952, the bridges on this road were mostly temporary wooden ones. 25X1
- (c) Half of the oblast road, Mukachevo-Berehovo, had a concrete surface; the rest was a cobblestone road, seven to eight meters wide. In the Spring of 1952 [redacted] it was in good shape, usable by all types of motor vehicles. 25X1
- (d) The oblast road Uzhgorod-Perecin-Berezne-Uzok, included the section Uzhgorod-Perecin which was a concrete-surfaced road, five to six meters wide. After 1944, because of its proximity to the Czechoslovak border, this section was almost completely abandoned. [redacted] from Perecin to Berezne [redacted] this section was a metalled macadam road five meters wide, and was in fair condition. 25X1
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[redacted] there was constant motor vehicle traffic over the Carpathian Mountains.) Although the RR line to Uzok parallel to this road was put out of operation when several tunnels were destroyed during World War II, the road itself was never damaged enough to interrupt traffic for longer than a few days.
- (e) The oblast road, Svalava-Poroskovo-Perecin, was built as a metalled macadam road five meters wide. [redacted] road several times in 1950 and 1951: it was in poor condition. 25X1
[redacted] Since the importance of this road was considerably increased when the Uzhgorod-Perecin section of the road was closed, it can be assumed that it will be repaired in the near future.
- (f) The oblast road Chust-Sekernice-Drahovo-Sinijsvirsk Poljana, [redacted] The section Chust-Sekernice had a metalled, concrete surface, six meters wide. At the end of 1950, [redacted] the Chust-Sinijsvirsk Poljana section was not in very good shape. [redacted] the same conditions prevailed all the way up to Bedevlja and further on into Rumania. The section from Sekernice to Drahovo was constructed as a macadam road (beloye shosse) five meters wide. Some repairs on this road were undertaken at the end of 1950, and the road was in fair condition. 25X1
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[redacted] motor vehicle traffic went all the way up to Sinijsvirsk Poljana.)
- (g) The oblast road Mukachevo-Strabacovo-Chop included the section from Mukachevo to Strabacovo which was partly concrete-surfaced, and partly cobblestoned, six to seven meters wide. In Spring 1952, [redacted] this section was undergoing local repairs and its condition was good. From Strabacovo to Chop this road had a macadam surface five meters wide, in poor condition. 25X1
- (h) The Uzhgorod-Chop oblast road (over the new USSR-Czechoslovak border) had been permanently closed to traffic.

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